

# Shipping

## S. S. KESTREL WILL SERVE AS FANNING ISLAND SUPPLY SHIP

The initial move by the Fanning Island Company, Limited, a British corporation formed along the first of every part of the ship will have received attention at the hands of carpenters, painters or machinists.

The Mauna Kea experienced a fairly pleasant return trip, a goodly number of passengers arrived in that vessel. The freight included the usual assortment of island products and sundries. Purser Phillips reports the wreck of the Kilkitat a rapidly disappearing though the parties who are engaged in salvaging operations stand a fair chance of clearing a good sum out of the deal.

### Manchuria Sailed With Big Crowd.

With a large through list of cabin passengers, and nearly five hundred travelers in the Atlantic steamer the Pacific Mail Line's Manchuria sailed for Japan and China ports at eleven o'clock this morning, a big crowd of spectators being present at the wharf.

Heavy travel in the Manchuria is said due mainly to the fact that the previous sailings have been among the smaller vessels. The majority of passengers are booked through to Japan, China and the Philippines, 36 being insular government employees returning to Manila.

Local missionaries assembled at the wharf to bid farewell to a band of fifty mission workers who are making their first tour to the far east. Eighty Asiatic steamer passengers joined the Manchuria at Honolulu.

### Sierra Departs for the Coast.

Music from the Hawaiian band served to enliven the departure of the Oceanic liner Sierra for the coast at noon today. The vessel departed for San Francisco with 16 cabin and 11 steerage passengers.

Cargo carried to the mainland amounted to about fifteen hundred tons, for the most part made up of sugar and preserved pines. A shipment of five thousand bunches of bananas was forwarded to the Coast by the Sierra.

One of the largest accumulations of mail in some weeks was sent to the mainland in the vessel.

### Shipwrecked Sailors Sail for the Coast.

Four men belonging to the crew of the wrecked barque Kilkitat left Hilo for the mainland as passengers in the Matson Navigation steamer Enterprise, taking their departure on Jan. 15. Today, it is stated today with the arrival of the Mauna Kea that the sailors lost practically all their personal effects in the wreck. From the time the vessel first collided with Humpback reef until the men were compelled to leave the decks, little time was afforded for securing anything of value.

An eleven-day passage is credited to the Norwegian steamer Norwegian Seafarer, sailing from Honolulu to San Francisco, arriving at San Francisco on Oct. 25.

A dozen cabin passengers joined the Pacific Mail liner Manchuria that sailed for the Far East at 11 o'clock this morning.

The inter-island steamer Kinan, which has temporarily taken up the Hilo run formerly covered by the Hokuwa, will depart for the Big Island port at 4 o'clock this afternoon.

An eleven-day passage is credited to the Norwegian steamer Norwegian Seafarer, sailing from Honolulu to San Francisco, arriving at San Francisco on Oct. 25.

Lumber buds and destined for Honolulu, the American schooner Ethel Mata is reported to have sailed from Grays Harbor on Tuesday.

Start Work on Mile Breakwater Now. Actual construction work on the mile breakwater under the auspices of the Honolulu Breakwater Company is to begin with the first of December, according to the prediction now made with the arrival of Charles F. Wood, head of the contracting firm, who landed the job. Mr. Wood was a returning passenger in the Manchuria yesterday, he having attended to important business matters along the east coast of the United States while away. All equipment necessary for pushing the work of construction of a breakwater at Hilo is on the ground, including a powerful tow boat that arrived in the American-Hawaiian freighter Mexico. The company will have a number of large barges in service as well as employing a big force of men constantly employed.

Inter-Island Steamers Await Cargo.

The Inter-Island steamers Kauai, Lihue and Kona were at Hilo at the time the flagship Mauna Kea departed for Honolulu. The steamer Kauai was passed at Kawaihae and from this vessel several passengers transferred to the Mauna Kea.

Purser Phillips reports better weather as the steamer left the coast of Hawaii.

Noon Met With Bad Weather. The little steamer Noona was storm tossed for a good deal of the time while away on her regular Kaiwi run. The vessel returned to port this morning with a small quantity of freight. At Kauai the vessel met with unusually bad weather and was weather-bound there for some time. The steamer is now ready for dispatch for the Garden Islands on Monday.

Mauna Kea Gave Out of Commission.

The Inter-Island flagship Mauna Kea was hauled to a berth at the Waihi side of Hilofield wharf this morning upon her arrival from Hilo and the vessel will go out of commission for a fortnight at least. The collier by officers in the Inter-Island fleet is to receive a general over-

Kauai Sugar.

Sugar awaiting shipment on Kauai includes 2200 sacks H. S. Co., 2700 sacks K. S. Co. and 3100 K. M. Co. and the vessel will go out of commission for a fortnight at least. The collier by officers in the Inter-Island

fleet is to receive a general over-

Date	TIDES—HIGH AND MOON						
	LOW	M.	HIGH	M.	LOW	M.	HIGH
Nov. 1	12.10	1.5	1.05	1.54	2.07	2.51	3.01
2	12.15	1.4	1.30	2.35	2.11	2.07	2.49
3	12.12	1.3	1.25	2.25	2.05	2.02	2.37
4	2.47	1.2	2.10	2.91	2.00	2.30	2.44
5	2.52	2.0	2.55	3.51	10.12	5.10	5.10
6	4.08	2.1	2.30	3.15	11.05	5.10	5.10
7	4.01	2.1	2.30	3.15	12.05	5.10	5.10
8	2.40	2.1	2.30	3.15	12.05	5.10	5.10
9	2.40	2.1	2.30	3.15	12.05	5.10	5.10
10	2.40	2.1	2.30	3.15	12.05	5.10	5.10

New moon Nov. 8th at 8:54 p.m.

## WEATHER TODAY

Saturday, Nov. 16. Temperature—6 a.m., 71; 3 a.m., 76; 10 a.m., 74; 12 noon, 76. Minimum last night, 68. Wind—6 a.m., velocity 14, N. E.; a.m., velocity 22, N. E.; 10 a.m., velocity 17, N. E.; 12 noon, velocity 15, N. E. Movement, past 24 hours, 379 miles. Barometer at 8 a.m., 30.06. Relative humidity, 8 a.m., 63. Dew-point at 8 a.m., 60. Absolute humidity, n.m., 6.082. Rainfall, .06.

## VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchant's Exchange]

Saturday, November 16.

MAHUKONA—Sailed, November 14 Schooner Annie Johnson for San Francisco.

HILO—Sailed, November 15, 3. S. Mexican, for San Francisco.

YOKOHAMA—Sailed, November 16, S. S. Tenyo Maru, for Honolulu.

GRAYS HARBOUR—Arrived, November 15, Schooner Andover, hence October 28.

PORT BRAD—Arrived, November 16, Barkentine J. M. Griffith, hence October 25.

seven New Liners for Hilo.

PORLTAND, Oct. 31—News was brought by the Blue Funnel liner Presidents, now discharging United Kingdom and Oriental cargo at the dock of Evans, Colman & Evans that seven new steamers are now under construction for this line at British shipyards. One, the iron, is about ready for launching and will take the place of the steamer Keenan in the service of the Pacific Coast after the latter finished her voyage to this port, where she arrives next month.

The iron is a steamer of the same type as the Presidents, about twenty feet longer and more room, having a tonnage of 16,200 tons register. Two others, the Nestor, and a vessel not named, will have a registry of 14,000 tons, and are being considered for the Southampton-Australian trade. The other four steamers are all for the Liverpool-Yokohama service.

It is probable that one of the last four big steamers being built will be used in the service to this coast. Captain W. C. Lyell, who was last in command of the Osiris, is destined to command the iron, and she is to be placed in the service of the new vessels will result in a general promotion for the officers now in the service.

There was only one saloon passenger, Mr. H. R. Townsend, aboard the Blue Funnel liner. While the steamer was taking on cargo at Kobe he left the vessel to make a tour of Japan. He said the nation was greatly moved by the suicide of General Nogi and his wife. Hundreds of thousands were going daily to the general's former residence in Tokyo. The general's impression was that the long general had done a most commendable act. It is probable that his residence will be maintained as a shrine to his memory.

Two Windjammer Are at Hilo.

The two sailing vessels yet remain at Hilo. The American schooner Oregon is expected to be disengaged of a shipment of lumber brought from the coast by the last of the coming week. This vessel, as well as the barkentine S. G. Wilder are lying at the big railway wharf, a place having been made for them by the departure of one or more deep sea craft.

FASSENGERS ARRIVED.

Per str. Mauna Kea, from Hilo and Way ports, J. Weisberg, Tung See, wife and child, C. C. Cooley, Mrs. L. Heen, H. S. Gray, S. A. Walker, Wm. Nunes, R. W. Hamilton, R. E. Hendry, F. P. Pierce and wife, Misses Brown (2), E. E. Dodge, R. S. Johnstone, wife and son, E. Haig, C. Schraubhardt, Jno. A. Buck, O. J. Berault, Capt. J. A. Nelson, T. R. Robinson, J. Smeaton, Bow Chong Chan, Ed Hoo, E. Madden, Rev. Hon. C. Cha and son, Mrs. F. Kanewa, Miss Spencer, H. P. Beckley, D. Kanewa, Jos. Peria, J. G. Smith, G. Mori and wife, Tomimato, E. H. Wodehouse, Master M. Kalua, Mrs. O. Lau, Father Maximin, W. T. Robinson, Geo. H. Robertson, Miss A. Malina, Miss R. Morris, N. Lansing C. Potter, C. K. McClelland, R. L. Coleman, Miss K. Kan, C. D. Burcham, H. Howell, D. H. Case, Mrs. N. Nookini, B. von Damm, T. Ogawa, N. Imanagi, K. Matsuda.

Per str. Kinan, from Kanai: Rev. J. Kekipi, J. McClellan, G. K. Larsson, W. D. McBryde, F. Palama, S. K. Kao, G. E. Marshall, W. G. Marshall, C. D. Blackstead, A. Theilien, D. H. Cattoon, A. H. Haywood, H. Charman, S. Mackintosh, Mrs. C. W. Wilcox, R. L. Wilcox, 30 deck.

Sir Robert Baden-Powell, the founder of the "boy scouts," has just married Miss Olive Sonnes at Parkstone, Dorsetshire.

City Transfer

(JAS. H. LOVE)

Office, King Street, opp. Union Grill

Phone 1281

## FANNING ISLAND MANAGER WILL COME SOON

Richard Pitt, a British businessman with much experience in development work, has been named as manager of Fanning Island, Ltd., the big corporation that is to develop Fanning and Washington islands.

This information has been received here from private sources, together with the news that Mr. Pitt will shortly arrive in Honolulu on his way to Fanning Island. The Fanning Island company has been negotiating for the purchase of a vessel, and according to latest news has secured one in Vancouver, B.C.

The Luka, Captain Miller's schooner-yacht, is now on a cruise of the Gilbert Islands recruiting laborers, of whom about 200 are needed.

With the selection of the manager, the great British corporation, which is backed by English and Canadian capital, will rush the development of the harbor, and as it has been reported, ultimately allow the establishment of a British naval base in the South Seas.

The Pacific Commercial Cable company's schooner Florence Ward brought sixteen from Fanning Island this morning to the effect that a succession of strong gales and drenching rains had done considerable damage to coconut and other industries in the neighboring south seas.

The Florence Ward sailed from Honolulu on September 16th, remained four days at Fanning, then proceeded to Midway Island, taking fifteen days to complete this leg of the voyage. The schooner lay in the Midway harbor for five days and was twenty-one days in reaching Honolulu.

The weather encountered from Midway to Honolulu is characterized as simply rotten. The little vessel bucked a continuous heavy sea and strong winds.

At times the elements gave vent to their fury by lashing the vessel to such extent that hull parted and one or more boats were severed.

No serious damage was done to the schooner, but the officers and men have as nothing to go through the experience again.

The Florence Ward brought eight tons of coal from the indicated route across the Pacific upon which are located cable relay stations.

Operative hours of the Pacific Commercial Company, returned to Honolulu after serving one full year at the Midway island station.

Twenty tons of whale oil were brought from Midway as ballast, and this will be sent to the Oahu Country Club.

According to officers in the vessel, the present worth of the cable community is both Fanning and Midway would be excellent.

There was desultory of any vessel to the Florence Ward having carried sufficient supplies to tide over its immediate necessities of the little colony stationed there.

Officers at Schofield Barracks, who have learned of the plan are enthusiastic over it, and it is believed that owners and men alike will learn valuable lessons of fire direction and control.

## CAPTAIN NELSON THREATENS SUIT

Captain J. A. Nelson, master of the wrecked barkentine Kilkitat, that went on the reef but a few miles from Hilo, is in the city today, as a passenger in the Inter-Island steamer Mauna Kea. Captain Nelson was the last to leave the vessel, which piled high on the reefs, and was but fifty feet from the side of a cliff at the time the vessel was finally abandoned.

Captain Nelson is reported to have declared that he may bring suit for damages against the Inter-Island Steam Navigation Company on the ground that the steamer Keauhou, which took the vessel in tow, dropped the windjammer too close to a lee shore.

The skipper finally disposed of the wreck at a small sum, the vessel having been washed on the shore and most of her rigging and fittings lost.

Captain Nelson is enroute to the mainland where he will hold a conference with his owners. If any action is taken through the courts with a view of instituting suits for damage, it will follow the arrival of the skipper on the mainland.

The Volcano Stables Company has a small force of men at work on the wreck. A considerable quantity of material has been salvaged, including spars, anchor chains, fittings and cordage. It is estimated that the Hilo concern will net a snug profit on the small investment.

A few personal effects of the master and some of the mates were saved before the vessel finally went to pieces.

Captain Nelson had nothing to say this morning regarding the criticism launched at Hilo regarding the statement that no anchor was put out till just before the vessel went ashore and then only one anchor was used, the other still hanging at the bow of the vessel when she went to pieces.

In speaking for the Inter-Island, Captain Bruno, master of the Kilkitat to sea, is reported to have said: "We towed the Kilkitat out; I should judge, about three miles, till we were off Papaiouk and then blew the whistle, to signify that we were about to cast off, as we had a line from the sailing vessel. There was no objection to this, so far as could be seen, and they were apparently ready to haul in the line, which was done at once. In addition to this port in which the men could be shipped."

## WAR GAME TO BE PLAYED WITH REAL BALL

### All Three Arms of the Service Will Come Together in Combat Problem Using Service Ammunition

Col. McGunnagle Plans Unusual Maneuver

[Star-Bulletin Staff Correspondence]

SCHOFIELD BARRACKS, Nov. 16.

—With infantry and mounted cavalry firing ball cartridges, machine guns pouring a steady stream of real bullets, and artillery directing bursting shrapnel and solid shot, the entire garrison of Schofield Barracks, almost four regiments strong, will soon be thrown into a combat problem of an unusual nature. Only once in recent years in the Philippines